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[1136]

Hongkong Daily Press.

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[778]

No. 17,593. 號三十九百五千七萬一第 日七初月八年寅甲 HONGKONG, SATURDAY, SEPTEMBER 26th, 1914 六拜禮 號六十二月九年三國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 9th June, 1914. [805]

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Hongkong, 24th April, 1914. [614]

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Hongkong, 18th April, 1914. [585]

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12.45 p.m. to 1.15 " " 10 "
1.15 " to 1.45 " " 15 "
1.45 " to 2.15 " " 10 "
2.15 " to 5.00 " " 15 "
5.00 " to 8.10 " " 10 "

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JOHN D. HUMPHREYS & SON,
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Hongkong, 29th May, 1914. [502]

OREGON PINE.

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Hongkong, 27th June, 1914. [738]

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[822]

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[29]

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TIME TABLE

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1st Class Train		Shanghai (S.M.R. Train)	12.00 p.m.	1st Class Train		Shanghai (S.M.R. Train)	12.00 p.m.
2nd Class Train		Changchun (S.M.R. Train)	1.00 p.m.	2nd Class Train		Changchun (S.M.R. Train)	1.00 p.m.
3rd Class Train		Changchun (S.M.R. Train)	1.00 p.m.	3rd Class Train		Changchun (S.M.R. Train)	1.00 p.m.
4th Class Train		Changchun (S.M.R. Train)	1.00 p.m.	4th Class Train		Changchun (S.M.R. Train)	1.00 p.m.
5th Class Train		Changchun (S.M.R. Train)	1.00 p.m.	5th Class Train		Changchun (S.M.R. Train)	1.00 p.m.

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Max. Draft " " " "	22 "	28 "

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[805]

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Hongkong, 2nd May, 1914. [622]

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1,400 FEET ABOVE SEA LEVEL.

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Comfort, Health and Convenience, Tele-
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P. O. PEUSTER,
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GUIDES AND CHAIRS PROVIDED.

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SEPTIC, Destroys disease germs
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Medical Profession for the Bath
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5 per cent.

A. S. WATSON & CO., LTD.,

CHEMISTS, DRUGGISTS AND
PERFUMERS.

BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.

119

BIRTH.

HETHERINGTON.—On September 20th, at
Shanghai, the wife of Mr. WILLIAM
HETHERINGTON, of a son.

MARRIAGES.

HOLLIDAY-HOWDEN.—On August 4th, at
Tunbridge Wells, Captain JOHN
CECIL HOLLIDAY, only son of
Mr. and Mrs. Cecil Holliday, of
Shanghai, to EILEEN MARI, eldest
daughter of Mr. and Mrs. PERCY
HOWDEN, of Tunbridge Wells.

McKAY-TAYLOR.—On September 21st, at
Shanghai, HUGH McKAY, to EVANGELINE
HUNSON, eldest daughter of the
Rev. H. HUNSON TAYLOR, of the China
Inland Mission.

DEATH.

LESUREL.—On 24th September, at 4,
Victoria View, Kowloon, CHARLES
JOHN FRANCIS LESUREL, aged 64 years.
[1170]

ACKNOWLEDGMENT.

Mr. and Mrs. S. D. SETNA beg to tender
their heartfelt thanks to their many
friends for the kind sympathy
extended to them in their late bereave-
ment. [1180]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1914.

IN EARLIER issues we endeavoured to give
some idea of the serious economic injury
which Germany suffers by reason of
Britain's command of the sea. By
yesterday's mail we learn that this subject
has been very fully dealt with by the
German Socialist Journal *Forwärts*. In
its issue of August 6th in an article
headed, "The Law of Blockade and
Capture at Sea," the writer explains
that as German commerce of the value of
many millions, the falling off of which
must inflict the most serious economic
injury, is threatened, everything depends
on whether England will be in a position
to keep up her mastery of the sea. A few
pregnant figures will explain, says the
Forwärts, what terrible significance the
crippling of Germany's overseas trade
would have for her industry and
agriculture. The *Times* prints the follow-
ing translated extracts from the article:—

If the British blockade took place imports
into Germany of roughly six thousand
million marks (£800,000,000) and exports
of about eight thousand million marks

(£400,000,000) would be interrupted—
together an overseas trade of 14 milliards
of marks (£700,000,000). This is assuming
that Germany's trade relations with Austria-
Hungary, Switzerland, Italy, Belgium,
Holland, Denmark, Norway, and Sweden
remained entirely unimpeded by the war.
An assumption the optimism of which is
self-evident. A glance at the figures of the
imports shows the frightful seriousness of the
situation. What is the position, for example,
of the German textile industry if it must
forgo the imports of overseas cotton, jute, and
wool? If it must forgo the 462 millions
(\$23,100,000) of cotton from the United
States, the 73 millions (\$3,650,000) of cotton
from Egypt, the 58 millions (\$2,900,000) of
cotton from India, the 100 millions
(\$5,000,000) of jute from the same countries,
and further the 121 millions (\$6,050,000) of
merino wool from Australia, and the 23
millions (\$1,150,000) of the same material
from the Argentine? What could she do in
the event of a war of long duration without
these raw materials which in one year amount
in value to 830 millions (\$41,500,000)?

It may also be mentioned, says the
Forwärts, that Germany received in 1913
alone from the United States about 300
millions (\$15,000,000) of copper, and further
that the petroleum import would be as good
as completely shut down. The German
leather industry is largely dependent on im-
ports of hides from overseas. The Argentine
alone sent 71 millions (\$3,550,000) worth of
hides. Agriculture would be sensibly injured
by the interruption of the exports of Chilean
saltpetre from Chile, which in 1913 were of
the value of not less than 131 millions
(\$6,550,000).

The significance of an effective blockade of
German foodstuffs is to be seen in the follow-
ing few figures:—The value in marks of
wheat from the United States is 165 millions
(\$8,250,000); from Russia, 81 millions
(\$4,050,000); from Canada, 51 millions
(\$2,550,000); from the Argentine, 75 millions
(\$3,750,000)—372 millions (\$18,600,000) from
these four countries. There will also be a
discontinuance of the importation of—Eggs
worth 80 millions (\$4,000,000), milk and but-
ter 63 millions (\$3,150,000), hay 32 millions
(\$1,600,000). Lard from the United States
worth 112 millions (\$5,600,000), rice from
British India worth 46 millions (\$2,300,000),
and coffee from Brazil worth 151 millions
(\$7,550,000) should be added to the fore-
going. No one who contemplates without
prejudice, says the *Forwärts*, these few facts,
to which many others could be added, will
be able lightly to estimate the economic con-
sequences of a war of long duration.

The question in everybody's mind is:
How long can Germany carry on a war in
such circumstances? The blockade was
effective from the moment Great
Britain declared war. Germany's over-
seas commerce was completely stopped.
Moreover her fleet—the great Fleet on
which she counted so much, has not dared
to move from well-fortified harbours, and
we do not consider it too soon to assert
that Germany's designs in the war
are already definitely defeated. Her
armies have been driven from a
large part of the territory she was
able to occupy in the early stages of the
war, and have now for some days been

acting on the defensive against the
British and French. Even if the Allies
fail to drive them from their entrench-
ments, every day that passes makes the
economic crisis more acute in Germany.
It may be that the men in the field
will not feel the shortage of foodstuffs
as acutely as the civilians will
feel it, for the military authorities
will exercise their power to com-
mandeer all that may be required to
feed the vast armies in the field; but there
is at least one respect in which the
blockade of Germany's coasts is likely
to hamper her military operations—and
that is the probable early exhaustion
of the supply of oil fuel, for, as
the *Forwärts* predicted, the petroleum
import is as good as completely shut down.
We have seen in the accounts which have
come from the theatre of war how much
the armies on both sides are relying upon
motor traction in this war—upon motor-
cars, motor omnibuses, motor lorries and
every known motor conveyance for the
transport of troops and supplies, and an
army which is unable to obtain supplies
of petrol or other fuel required to drive
these vehicles must be very seriously
handicapped as against an enemy whose
supplies are uninterrupted. In many
other ways the extinction of Germany's
overseas commerce must in time make its
effects felt upon the armies in the field.
The Allies therefore need be in no hurry
to invade Germany. So long as they keep
the control of the sea and are able to
effectively blockade the coasts of the
enemy, so long as the German army
can be held in check, if not
driven back, by the Allied Armies,
it is plain that there can be but one out-
come of the war—and that is, sooner or
later, the capitulation of Germany. For
many days now strenuous fighting has
been in progress more or less along the
whole line, and the daily reports go to
show that the Allies are making steady
though slow progress against the
enemy, thus giving point to the words
of Field-Marshal Sir JOHN FRENCH that
the Allies have only to hold tenaciously
the ground they have won a short time
longer before they are again in full
pursuit of a beaten enemy. From what is
known of the plans in progress for
strengthening the Allied Forces, especially
on the British side, there is good reason
to anticipate that Germany's economic
exhaustion will not be the only
deciding factor in the war, but that it
will be associated with the eventual
military successes of the Allies against the
enormous forces Germany has put into
the field with so much assurance of
victory.

The Bishop of Victoria will to-morrow
preach at St. Peter's Church, West Point,
at 11 a.m., and on the Cathedral at 5.45
p.m.

The Hon. Treasurer of the Alice
Memorial and Affiliated Hospitals begs
to acknowledge with thanks a donation
of \$10 to the funds of the Hospital by Ho
Wing Hung.

We are informed that a Comet has been
seen in the skies in Hongkong this week
between 4.30 and 5 a.m. We have been
unable so far to obtain any expert
information about the comet, but accord-
ing to *Wittaker* members of the Jovian
group were expected to reach perihelion
in August and November.

German missionaries in China, of whom
there are a considerable number, although
mostly in the south, have been put into a
bad fix through the war, says a contem-
porary. They drew their funds as
required through the banks, and no bank
at present will touch German paper. The
result is they are left without a dollar,
and do not know when or how the matter
can be mended.

Singapore papers record the death of
Mr. T. M. Welsh, of the firm of Welsh
& Co., accountants. He died suddenly
from dysentery. Mr. Welsh, who was
secretary of the Singapore Chamber of
Commerce and Exchange, came to Singa-
pore four years ago to join Messrs. Gunn
& Co., later taking over the business. He
was a prominent member of the St.
Andrew's Society and of the Presbyterian
Church and leaves a wife and four
children.

The funeral took place at Happy Valley
yesterday of Mr. Charles Lesbirel, who
had been a resident of Hongkong for 44
years. Among past and present members
of the Victoria Recreation Club he was
particularly well-known, and much
respected, for he had been the steward
of the Club's property for over twenty
years. Mr. Lesbirel had for some time
past been suffering from tuberculosis of
the throat and had recently made the
voyage to Vancouver and back in the hope
that he might derive some benefit from
the change, but it brought no relief and
within ten days of his return home he
passed away, to the sincere regret of a
wide circle of friends. He died on Thurs-
day afternoon at his residence, 4, Victoria
View, Kowloon, leaving a widow and four
daughters.

AN INTERFERING INDIAN CONSTABLE.

Before Mr. J. R. Wood at the
Magistracy yesterday the hearing was
concluded of the case in which an Indian
constable in the Naval Yard Police
charged two Chinese employees of the
Yard with assault.

Inspector McHardy told the Magistrate
that the Indian constable came up to the
defendants, who were working at a switch-
board, and interfered with their tools.
The Chinese told him to go away, and
the constable thereupon struck one of the
defendants with his rifle.

The complainant said that he noticed
a light out near the pumping station,
and, according to his instructions, he
ordered them to put it right. The
Chinese abused him, and he tried to take
them to the gate to a superior officer.
They then set about him. One of them
snatched his rifle from his grasp, and hit
him several times with it.

After hearing evidence, his Worship
came to the conclusion that the constable
was to blame for what happened, and
discharged the defendants.

MEMORIAL TABLET TO THE LATE MISS EYRE.

A memorial tablet to the late Miss Eyre
has recently been unveiled at St. Stephen's
(Chinese) Church. The inscription is as
follows:—

"Miss Eyre fell asleep in Christ on
22nd September, 1912, having worked
for the Lord in Hongkong for 23 years
with the utmost devotion. She helped
Miss Johnstone to manage 'Fairlea',
School and trained the Choir of St.
Stephen's Church for many years.
Moreover, she took great delight in
house visiting with the Biblewomen to
urge people to come to Jesus, thus
leading many into the Light."
"She was ever giving a helping
hand to the women and children. In
addition she established the Women's
School; the Eyre Diocesan Refuge,
and the Girls' High School, all of
which have been the means of much
blessing to many women and girls."
"We, her scholars and friends,
have erected this memorial tablet as
an expression of our gratitude."

TYPHOON WARNINGS.

The telegrams quoted below were
received by the American Consulate
General, Hongkong, from the Manila
Observatory at 10.15 a.m. yesterday:—

Cyclone or typhoon, E. of Northern
Luzon, less than 300 miles distant, fill-
ing up.

Cyclone or typhoon, Pacific Ocean,
about halfway between the Mariana
Islands and Luzon, moving W.N.W. or
N.W. with 25 knots of force.

SUPREME COURT.

Friday, September 25th.

IN SUMMARY JURISDICTION.

BEFORE THE PUENTE JUDGE (MR. F. A.
HAZELAND).

A VALUER'S FEE.

Action was brought by Messrs. Palmer
& Turner, architects and surveyors, of
Alexandra Buildings, to recover the sum
of \$200 from Mr. S. Bisney, of Stilling-
flete, Peak Road, for work done as
surveyors and valuers.

Mr. Preston (of Messrs. Johnson,
Stokes & Master) appeared for the plain-
tiff firm. Defendant was not legally
represented.

Mr. Herbert William Bird, a partner
in the plaintiff firm, stated that on the
15th July he was instructed to make a
valuation of Nos. 107, 108, and 109,
Connaught Road, and 213, 215 and 217,
Des Vœux Road Central. No agreement
was made as to fees. On the 18th July
he visited the property and surveyed it.
It occupied him somewhere about two, or
three hours. He prepared a report, a
copy of which was before the Court. The
amount of the valuation was \$187,000.
He fixed the fee at \$200, but this had not
been paid. Taking the scale recognised
by the Institution of British Architects
at Home the fee would amount to about
\$750. The witness explained that there
was a good deal more trouble in survey-
ing English than Chinese houses and
property. He considered his fee of \$200
a reasonable one. His firm had been
employed as surveyors for a French
insurance company in Shanghai, and
from this company he acquired the knowl-
edge that the usual charge in Shanghai
was 1/8th per cent. of the amount of
the valuation up to \$300,000. The
fee that this firm suggested was
witness' firm should charge in the com-
mission they gave them was 1/8th per
cent. up to \$400,000. The scale concerned
in the present action worked out at about
1/10th per cent.

In answer to Mr. Bisney, witness said
he had been connected with the plaintiff
firm for 22 years. Defendant had had a
number of valuation reports from his
firm.

Defendant asked for the production of
the amounts of the various valuations
and fees charged by the firm, and witness
produced those from the year 1908, the
fees varying from \$35 to \$150.

Defendant—Here is one valuation,
made in 1910, of \$105,000, and your fee
in that case was \$150. Why do you
charge me \$50 more when the amount in
this case is \$187,000, only \$8,000 in excess
of the other valuation? This particular
property had been valued several times
before, and we knew it well. This was
valued by Mr. Turner in 1910. In the
valuation concerned in this action I had
to go through the whole thing. It
occupied me two or three hours.

His Lordship—You had no previous
knowledge of this property?—No, I had
not.

Defendant—Have these charges
recognised in England and Shanghai ever
been charged in Hongkong?—That is not
the point. We might be entitled to charge
those fees if we liked.

His Lordship reminded the defendant
that the issue in the case was whether
or not the charge was reasonable.

Mr. E. A. Ram F.R.I.B.A., said
he had been practising in Hongkong
for the last 25 years. He had seen the
valuation report made by the plaintiffs.
The valuation was \$187,000, and the fee
charged was \$200. The fee for the valua-
tion according to the British scale would
be about \$750. He did not think there
was any recognised fixed scale here. It
depended usually upon the amount
involved and the attention required.

In answer to the defendant, witness
affirmed that he had charged a fee like
the present one for a similar valuation.
He had done it regularly. The fee
roughly speaking was usually between
1/8th and 1/10th per cent. The skill and
experience of the valuer, the amount
involved, and the amount of attention
necessary all affected the question of fee.
Defendant—You usually get your areas
from the Land Office, the assessment from
the Assessors, and the rentals from your
clients, don't you?—I do not know in this
particular case how they were obtained.
Witness added that very often they
obtained the rents from their clients and
the assessments from the Assessors. There
was a tendency to take areas from the
Land Office, but witness did not always
do it.

Defendant—Will you tell me how long
it would take a valuer to make out a
vague report like that produced?—I
suppose a couple of hours in going down
there and inspecting the building. Of
course what you have to pay for is
experience.

Defendant went into the witness-box
and produced a copy of a valuation made
by other firms in the Colony of the
property valued by Mr. Bird, but his
Lordship said they might have had
previous knowledge of the premises.

Defendant—I can tell your Lordship
that they did not have previous
knowledge. All a valuer had to do was
to pay \$1 to the Land Office and get the
areas, get the rents from the clients and
the assessments from the Assessors.
Plaintiff was charging \$187 for two
hours' labour.

His Lordship gave judgment for
plaintiffs with costs, saying he was quite
satisfied that the fee was a reasonable one.

THE WAR.

[THROUGH REUTERS AGENCY.]

THE GREAT STRUGGLE IN FRANCE.

"APPROXIMATES TO SEIGE WARFARE."

ALLIES' PROGRESS SLOW, BUT IN CERTAIN
DIRECTIONS CONTINUOUS.

LONDON, September 24th.
4.10 p.m.

The *communiqué* issued in Paris this afternoon states:—

Our Left Wing has made progress. A detachment occupied
Peronne and maintained itself there, notwithstanding vigorous German
attacks.

The enemy continues to keep large forces firmly entrenched. We
have advanced slightly to the north-west.

On our Centre there is no change. The enemy Eastward continues
to deliver attacks of remarkable fierceness. The struggle continues with
alternate retirements at certain points and advances at other points.

The enemy in small detachments again attempted to penetrate
French territory in the region of Nancy and the Vosges but were soon
repulsed.

The Russians continue to advance on Cracow (Galicia).

Another French *communiqué*, issued in Paris at 11 o'clock last
evening, says:—

On the Left Wing the battle is developing. It is in full swing
in the Centre. On the Right Wing the German attack seems to have been
checked.

BRITISH OFFICIAL REPORT ON THE OPERATIONS.

LONDON, September 24th.

A statement from Sir John French's Headquarters relates the
operations to the 22nd inst. Progress, it says, has been slow but in
certain directions continuous. Indeed the battle may last some more days
before a decision is reached. It approximates somewhat to seige warfare.
The Germans' great strength and heavy artillery leads to the supposition
that they are employing material collected for the seige of Paris. The
operations of the 18th, 19th and 20th can be summarised in the words of
a neighbouring French Commander: "Having repulsed repeated violent
attacks, we have a feeling that we have been victorious."

On the night of the 18th (Friday) the Germans attacked the British
lines, their Infantry being supported, as always, by heavy bombardment,
but the attack lacked vigour.

One of our anti-aircraft guns brought down a German aeroplane.

French Cavalry in the North demolished part of a railway, cutting
one of the enemy's communication lines.

There was an intermittent bombardment on the following day
(Saturday). The advancing German Infantry retired under our fire. We
destroyed another aeroplane. Our aviators dropped bombs on the Germans,
and especially damaged the transports. We found a large store of buried
ammunition. It was a day of driving rain.

Sunday was uneventful until the afternoon, when we enjoyed
feeble sunshine which was hardly powerful enough to warm the soaking
troops. It encouraged the Germans, however, to several separate counter-
attacks. All were repulsed with loss. It transpired that the German
Infantry started the advance with Bands playing. The enemy attacked
at dusk unsuccessfully.

Throughout, the brunt of the resistance has fallen upon the
Infantry, who have been always ready to beat the enemy with great loss.
Indeed the sight of Pickelhauben advancing has been a positive relief
after hours of shell-fire.

FURTHER BRITISH CASUALTIES.

LONDON, September 24th.
10.40 p.m.

Colonel Grant Duff has been killed and Brigadier-General Haking,
commanding the 5th Infantry Brigade, has been wounded.

RUSSIAN OPERATIONS IN GALICIA.

LONDON, September 25th.
5.25 a.m.

An official statement issued in Petrograd says:—

On the South-Western front the Russians occupied the fortified
positions of Czyschky and Foulstyn, commanding Klyroff, and positions
in the Radynno district, with all the enemy's artillery.

The garrison at Przemyśl evacuated the village of Medyka, and
were driven back in the Eastern section towards the line of forts.

There has been no fighting on the German front.

AUSTRIAN PORT BOMBARDED BY MONTENEGRINS.

LONDON, September 24th.
10.40 p.m.

The Montenegrins, with seige guns, are bombarding Cattaro.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.
Cable: A.R.C. 5th Ed., Lieber's.
Telegraphic Address: "PRESS."

NEW ADVERTISEMENTS



NOTICE.

IT IS HEREBY NOTIFIED that the OLD STAR FERRY WHARF, KOWLOON, will be CLOSED for REPAIRS from SATURDAY, the 3rd October, until further Notice.

A. F. CHURCHILL,
Director of Public Works.
Public Works Office,
Hongkong, 25th September, 1914. [1181]



NOTICE.

IT IS HEREBY NOTIFIED that during the ALTERATIONS and REPAIRS to the OLD STAR FERRY WHARF, KOWLOON, the WOODEN POLICE PIER will be RE-OPENED for the use of the Public from SATURDAY, the 3rd October, and until further Notice.

A. F. CHURCHILL,
Director of Public Works.
Public Works Office,
Hongkong, 25th September, 1914. [1182]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDERRANIAN PORTS, LONDON AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship.

"ORIENTAL."

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 10th October, 1914, at Noon taking Passengers and Cargo for the above Ports, in connection with the Company's "MOONRAT" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "INDIA," due in London on the 20th November, 1914. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th September, 1914. [1]

TOYO KISEN KAISHA.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS.

CONSIGNEES of Cargo are hereby

notified that Cargo per s.s. "SHINYO MARU" has arrived here per s.s. "SEIYO MARU" and to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo, from alongside.

Cargo remaining undelivered on the 28th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 1st Oct. will be subject to rent and landing charges.

All damaged and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 3rd Oct., at 10 a.m. All Claims must be filed on or before 8th Oct., otherwise they will not be recognized.

S. MORIMOTO,
Agent.
Hongkong, 25th September, 1914. [1185]

TOYO KISEN KAISHA.

S.S. "SEIYO MARU."

FROM MEXICAN AND PERUVIAN PORTS VIA JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on 23rd inst., at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 1st Oct. will be subject to rent and landing charges.

All damaged and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 3rd Oct., at 10 a.m. All Claims must be filed on or before 8th Oct., otherwise they will not be recognized.

S. MORIMOTO,
Agent.
Hongkong, 25th September, 1914. [1187]

NEW ADVERTISEMENTS

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 10th October, 1914, at 12.15 p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts of the Company and the TRANSFER BOOKS of the Company will be CLOSED from the 1st to 10th October, 1914, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, 26th September, 1914. [1183]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE issued 22nd July, 1909, for 4 Shares numbered 5049/5052 in the above-named Company standing in the name of JOAO A. DA LUZ (deceased) of Hongkong, has been lost, and should the same not be produced before the 10th proximo, a new Scrip Certificate will be issued in favour of the said JOAO A. DA LUZ (deceased), and no transaction taking place under the said Scrip Certificate issued 22nd July, 1909, will be recognised by the Company.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Fire Insurance Company, Ltd.
Hongkong, 25th September, 1914. [1188]



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of September, 1914, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements (Approximate)	Contents	Area	Upset Price
1	Conduit Road	N. 40' E. 100' S. 100' W. 100' N. 40' E.	100' x 100'	10,000	100

Hongkong, 25th September, 1914. [1184]



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 28th day of September, 1914, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements (Approximate)	Contents	Area	Upset Price
2	Conduit Road	N. 40' E. 100' S. 100' W. 100' N. 40' E.	100' x 100'	10,000	100

Hongkong, 25th September, 1914. [1186]

INTIMATIONS

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, TO-DAY (SATURDAY), the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th September, both days inclusive.

DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 25th September, 1914. [111]

PEAK CLUB.

BY kind permission of Colonel WATSON and Officers, the Band of the 74th Infantry will play at the PEAK CLUB TO-NIGHT (SATURDAY), the 26th inst., commencing at 9.15 p.m.

By Order,
ENTERTAINMENT COMMITTEE.
Hongkong, 17th September, 1914. [1149]

NOTICE.

THE BOARD OF ADMINISTRATION of the PORTUGUESE GUNBOAT "PATRIA" announces that until 10 a.m. on MONDAY, 28th September, 1914, Tenders will be received on board addressed to the Paymaster for the Sale of OLD BOILER STEEL TUBES and other OLD MATERIALS.

These articles can be seen daily from 1 p.m. until 3 p.m. on board the said Gunboat at Kowloon Dock.

All expenses incurred in the removal of the mentioned articles to be borne by the purchaser. Full Particulars and any necessary information may be obtained on application on board.

Portuguese Gunboat "PATRIA"—Kowloon Dock, 24th September, 1914.
BASILIO AUGUSTO DE ALMEIDA,
Lieut.-Paymaster.

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

LANE, CRAWFORD & Co.

(ESTABLISHED 1850)

NEW AUTUMN STOCK OF PYJAMA SUITS

IN ALL SIZES FOR MEN.

\$4.00 to \$11.50 Per Suit.

ALL WEIGHTS—NEW DESIGNS.

"VIYELLA" SHIRTS AND PYJAMAS

WILL NOT SHRINK.

SMART PATTERNS. FAST COLOURS. HARD WEARING.

WE KEEP A LARGE RANGE OF POPULAR PRICED 'SHIRTS AND PYJAMAS

ALWAYS IN STOCK.

(TELEPHONE 1741.)

LANE, CRAWFORD & CO.

THE TOBACCO THAT KEEPS DRY IN THE DAMPEST WEATHER.

Is Cool

Smoking

and gives

pleasure

to the

man who

enjoys

his pipe.



WESTMINSTER SMOKING MIXTURE.

SOLD BY—
KELLY & WALSH, LTD. A. S. WATSON & Co., LTD., HONGKONG AND KOWLOON.
VICTORIA DISPENSARY.

Hongkong, 22nd September, 1914. [1134]

ST. JOHN'S CATHEDRAL.

MR. GEORGE GRIMBLE

will give an

ORGAN RECITAL

ON

TUESDAY.

THE 29TH SEPTEMBER, at 9.15 P.M.

In Aid of the

PRINCE OF WALES' FUND.

Assisted by the Choir and other Local Vocalists.

Hongkong, 25th September, 1914. [1177]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING

of the above Society will be held in the

CITY HALL on WEDNESDAY, the 30th

September, 1914, at 5.30 P.M.

W. ARMSTRONG,
Hon. Secretary.

Hongkong, 24th September, 1914. [1171]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

OWING to the POSTPONEMENT of the SHANGHAI SEPTEMBER SETTLEMENT until October, the Public is hereby notified that the Settlement of all Transactions in Shares bought from or sold to Shanghai will take place in October.

With the extension of the above, the Settlement of all Transactions effected for the Local September Settlement will take place as advertised, on the 28th September, 1914.

EDWARD M. RAYMOND,
Secretary.

Hongkong, 23rd September, 1914. [1172]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East.

School-house by the sea. Recreations—Swimming, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. REEB, L.C.P.

Hongkong, 18th September, 1914. [1162]

HONGKONG CLUB

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF THE HONGKONG CLUB (1888)

will be held in the Club House on FRIDAY, the 13th September, 1914, when the following

Debitants were drawn for Redemption—

124	777	1119	1409	1822
208	792	1191	1432	1844
232	829	1184	1439	1867
314	874	1168	1512	1875
415	905	1212	1561	1897
422	908	1231	1622	1907
484	968	1237	1625	1909
499	971	1307	1672	1922
521	1012	1327	1695	1926
554	1047	1370	1750	1956
593	1047	1434	1788	1962
741	1065	1454	1821	1965

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on FRIDAY, the 13th September, 1914, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.

Hongkong, 18th September, 1914. [1153]

THE GULA-KALUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 28th August, 1914, has been received from the London Secretaries of the above Company—

"Pending instructions suspend all transfers when transferor or transferee are German or Austrian subjects."

By Order of the Local Board,
ILBERT & Co., Ltd.,
Shanghai Local Secretaries.

LOWE-BINGHAM & MATTHEWS,
Colonial Register.

Hongkong, 18th September, 1914. [1162]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000
Subscribed ... 1,125,000
Paid-up ... 582,500
Reserve Fund ... 465,000

BANKERS:
BANK OF ENGLAND, and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... 7,489,250
Reserve Fund ... 3,490,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS.

Amoy, Kinkiang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Canton, Manila, Taiwan, Dairen, Nagasaki, Takow, Poochow, Newchwang, Tamsui, Hongkong, New York, Yokohama, Kagi, Osaka, San Francisco, Keelung, San Francisco, Etc.

HONGKONG OFFICE.

3, DES VŒUX ROAD.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 18th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, WALL STREET, NEW YORK.

LONDON OFFICE: 38, BISHOPSGATE, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal

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Hongkong, 15th September, 1914. [950]

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G. VERMEY, Manager,
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Hongkong, 3rd October, 1914. [81]



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WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
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BEWARE OF
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SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
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Sir Ernest Shackleton's Route
1,700 miles
across the South
Pole from sea to sea.

WRITING to the agent
entirely with the view
of the forthcoming Im-
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Expedition. Sir Ernest
Shackleton uses these
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supply is most
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it must be
Bovril."

Men who trust
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Sir Ernest Shack-
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"Peach's Beautiful Book
told me all about it."

FREE to all. Tell about
PEACH'S
Patent Window
Curtains. Quite New & Different.
Ideal for Casements.

The greatest problem which I was
facing was how to dress the
windows in the most attractive fashion on an
economical basis. I must confess that I was
considerably perplexed, until I wrote to Peach's
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designs, showing how the most unattractive
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It is the only book produced which tells of
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intense colors are
such a volume
of description.
I was most
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windows. These
suggestions not
only embodied
the actual size
and number of
curtains required
but it was
possible to
see at a glance just how much the
window would cost, and then by reference
to the book one could easily see how the
window would look when finished.

The book also contains many varieties
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LINENS, UNDERWEAR, CLOTHING,
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The illustrations were superb. Nowhere is it
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There were beautiful
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designs exclusive to
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SIR JOHN JELlicoe. A PERSONAL IMPRESSION.

BY ONE WHO KNOWS HIM.

If there were needed any justification of the appellation of the "Silent Service" that has been bestowed upon the Navy, it were surely to be found in this: that to the man in the street the Commander-in-Chief of the great Fleet which has melted into apparent nothingness, but whose influence is writ large upon the times, is simply a name without a personality. In a detached sort of way the man who reads his newspapers has known that Admiral Sir John Jellicoe has filled various important posts at the Admiralty; that he has successfully commanded fleets during peace exercises; and that he has been regarded as one of the Navy's coming men. But his appointment to the supreme command of the Home Fleets a matter of hours before war was actually declared probably came as a surprise to most, but to those who have intimate knowledge of the man and his capabilities there came the certain conviction that the control of that mighty engine of war, the British Navy, had been entrusted to the hands most capable of exercising it.

But what manner of man is this who has suddenly come out of what may almost be called comparative obscurity to be the central figure in the awful drama that has to be played to its grim finish in the North Sea? Curious, is it not, that a nation whose very breath of life is derived from sea-power should know so little of the first of its sea-commanders? Not for nothing does the Navy work silently, shorn even of the pomp and circumstance of war which has made of our foremost soldiers popular heroes the while its greatest sea-captains remain unknown, unrecognised even by name.

I first met Sir John Jellicoe during the troubled days in North China, fourteen years ago, when, as flag-captain to Sir Edward Seymour, he acted as Chief of Staff to the allied force which made the first and unsuccessful attempt to relieve the besieged Legations.

It was to him that I was referred for permission to accompany the relieving force, and I can see him now as he put a few terse, direct questions to me before granting the required permit. A man below middle height, alert, with that in the calm, grey eyes which spoke of decision and serene confidence in himself, not the confidence of the oversure, but that of the real leader of men. A man whose features would have been unpleasantly hard but for the lurking humour of the eyes and for certain humorous lines about a mouth that on occasion could take the likeness of a steel trap. A man to trust instinctively and one to like from the beginning. Those were my first impressions of him as he stood that June morning watching the troop trains discharge their freights on to a dusty North China platform. Later when I came to know him he inspired me with the same feeling of affection with which he was regarded by every one with whom he had occasion to come into close contact. There was, and is, the magnetism about the man which stamps the personality of the who is indeed a commander rather than one who commands.

Later on I was beside him when he was wounded during the disastrous retirement on Tientsin. I see him as he lay in the angle of a native house where we had placed him to be out of the reach of the Chinese fire, and I recall the steadfast courage of the man when he knew that he had but the very slenderest hope of life. It was practically impossible that he should recover, said the flagship's doctor, but Jellicoe's indomitable pluck was a factor that still had to be reckoned with. As soon as he could be safely moved, we placed him in a small native boat, in charge of his own coxswain. It was the next day, as I remember, that the latter came with a message that Captain Jellicoe would like to see me in the boat.

Of course, I went down immediately and found him suffering severe pain from his wound, pain made the worse by the utter misery of the surroundings and by the uncertainty of everything. He wanted to know what I thought of things. Foolishly, perhaps, I tried to make the best of them and told him that I thought we were doing very well, and that there was no doubt at all of our ability to cut our way back to Tientsin, or even to the coast, supposing the foreign settlements to have fallen. I don't think I shall ever forget the contemptuous flash of the eyes he turned on me, or the impatient remark: "Tell me the truth. Don't lie."

I had thought to lessen the anxiety I knew he must have been feeling, but if I had known him as I learnt to do later on, I should have told him the plain truth straight out. He thanked me and, indicating his wounded shoulder with his eyes, remarked: "Hard luck just now!" That was all, but it was quite characteristic of the man himself.

I saw him afterwards at intervals, from the time the doctors told him that he would never regain the use of his left arm until months later when I went on board the *Centurion* in Colombo, and he told me with more than a little pride that he had played cricket for the flagship against Singapore on the way down and had made 124 not out!

Since then we know that his life's work has been to fit himself for the work he is doing now. It has fallen to him just when he is at the zenith of his powers, and if the Fates deal kindly with him that work will be done thoroughly, even ruthlessly as is necessary.

W. W.

-Pall Mall Gazette.

PROUD OF A DUST HEAP.

Mr. Takahashi, the station master of Shimabashi, has a unique mound in his garden. It is made up of the accumulated sweepings from the platforms of the station, and Mr. Takahashi values this collection because he believes that it is composed of the dust of all countries and considers that no one else in the world possesses such an adornment to his garden.—The Far East.

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NEW SHAPES!

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COMFORTABLE FITTING.

SEE WINDOWS.

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For this well-known make of Headgear.

UNDER BOADICEA.

A LITTLE TALE.

[BY A LONDONER.]

It happened where one waits for trams near Westminster Bridge. There was the noise of rapid percussion, and ten or twelve youngsters of the Scouts clattered up along the Embankment pavement in double file. The drums were empty oceans, and the drumming was business-like. "The British Grenadiers" is almost the only tune that can be monotoned and remain recognisable, and they marched to "The British Grenadiers." Something about the very young gentleman with a staff, a flourish of ribbons, and many freckles, who led them, must have made a well-set-up, grey-haired man in a short coat smile. His back was towards me. "Alt!" said the leader of the Scouts, and they halted. In any case, it would have been necessary, as they had instructions to wait there for further orders. Orders are gospel to Scouts. The young captain, red in the face, threw down the gloves at once. "Who are you laughing at?" They man in the short coat apologised, indistinctly, but with completeness. But the boy was not appeased. "Well, if you want to know, we're doing our little bit for the country. It ain't much, but may I ask when did you do yours last?" It was a shrewd thrust. The grey-haired man's hand went up, and he gasped, "Touche!" Then came a quaint little scene.

One workman near by waiting for his tram expressed an opinion which reflected upon the grey-haired man. Another, after a moment's gaze, bent forward towards our truculent little sparrow-cock and whispered a word in his ear. I have rarely seen such pluck and misery combined as I saw a moment afterwards on the boy's face. But he never flinched. He called his little company to attention, saluted in their presence, and begged the grey-haired man's pardon. The latter, suddenly become the magician of the tale, shook hands with the boy warmly, coloured his compliment with the quiet remark that there were, alas! no Scouts when he was a boy, saluted, and went away. I know that he was waiting for the Blackfriars train, but he had an instinct shared by few. Otherwise he would never have been the great cavalry leader that he is.

He left the rest of us wondering whether we most admired the boy or the man. But we had no doubt that in these strong days the Boy Scouts, if they are led as that little dozen under Boadicea were led, have come into their kingdom. Apart from mere official recognition, great is the dignity of their fellowship to-day.—Morning Post (London).

THE MITSUI BUSSAN KAISHA.

The following appears in a new issue of the *Japan Year Book*:

The Mitsui Bussan, or the Mitsui firm, has adopted some heroic resolutions to manifest its full sense of responsibility and sincere regret for the implication of some of its officials in the Naval scandal. As soon as the result of the preliminary examinations on the Vickers' case was pronounced, the president of the firm issued general instructions to the whole staff of the firm, warning them, for the reputation and prestige of the firm, to maintain a high personal character and to conduct business under the strict guidance of the teaching of honesty and fairness, studiously refraining from any action that deviates from the right path, even though they may be prompted from excessive zeal. Thus may the firm regain the reputation and prestige which have been injured by the present scandal, and in this way should the staff work for the firm and contribute their part to the country's service.

It is understood that the firm has resigned the agency for Messrs. Vickers & Co. and General Electric Co. and also abolished its branches at the Admiralty ports of Kure, Sasebo and Maizuru, meaning to disassociate itself from contract work with the Government which necessarily exposes the firm to the keen competition with other contractors; instead the firm will devote itself to international trading and industrial enterprises. The resignation of three Directors made it necessary to rearrange the internal organization and Messrs. S. Watanabe, K. Fukui, and M. Fujise have been appointed as successors. They will direct the business of the firm on their joint responsibility, whereas their predecessors divided their sphere of management, in which they were practically independent. The sum of ¥750,000 the firm has received from Vickers on the order of the *Kongo* was an outcome of ordinary business transactions, but it has been decided to offer the whole of the sum for promoting some charitable purposes, probably for the benefit of discharged convicts.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia*, with the mails from the United States, left Yokohama for Hongkong via Manila on the 23rd September.

The P.M. str. *Manchuria* arrived at San Francisco on the 17th September.

MOTHER

SEIGEL'S SYRUP

Stomach troubles always tend to become worse if neglected. The occasional headache or pains after eating, which trouble you now, may scarcely seem worth attention, but twelve months hence, if you neglect them, you may be numbered amongst the great army of dyspeptics, whose daily toll becomes almost intolerable through chronic headaches, pains after eating, flatulence, biliousness, constipation, languor, sleeplessness, and depression. It is easier to prevent than cure. Leave nothing to chance. Never get into the dangerous way of thinking that stomach troubles will right themselves—a habit that will lead to untold misery. Therefore act promptly, now, and take Mother Seigel's Syrup daily, after your meals. It is a herbal remedy, made from more than ten varieties of roots, barks, and leaves. You will find, as have tens of thousands before you, that it has a most beneficial effect upon the stomach, liver, and bowels. 40 years of world-wide successes have proved it.

THE WORLD'S REMEDY FOR

Mr. J. A. Rowe, 13, Lundie Street, Sydenham, Port Elizabeth, wrote on April 17th, 1914:—"For over eight months I suffered from indigestion so severe that I was compelled to abstain from foods of a heavy nature on account of the severe pains in the chest and sides after eating. In November last, Mother Seigel's Syrup was recommended to me. From that time onwards I steadily but surely recovered my wonted health and activity."

Says Mrs. A. Josephs, of 56, Havelock Road, Pietermaritzburg, Natal, on March 11th, 1914:—"About a year ago I found my health failing and I became completely run down, though previously strong and robust. I had no relish for food and felt most uncomfortable after a meal, however light. I was advised to try Mother Seigel's Syrup, and after two bottles I found my appetite returning, and now I feel restored to my old vigour."

STOMACH TROUBLES.

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At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION
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[51-5]

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[1049-1]

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BRAND INDIAN CONDIMENTS.

SREEKISSEN DUTT & CO.,

CALCUTTA,

THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Hongkong, 13th June, 1914.

[825]

TO LET

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).
Apply—
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Hongkong, 6th September, 1914. [1101]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES AND ROOMS.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 9th July, 1914. [823]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
GODOWN, 98, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st September, 1914. [1061]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.
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HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 26th August, 1914. [1033]

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5-ROOMED HOUSE, "VILLA ROBITA," in Harb Avenue, Tsimshatsui.
Apply to—
A. ABDOLLAHIM,
34, Queen's Road Central.
Hongkong, 22nd September, 1914. [1164]

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NOS. 12, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colour-washed.
No. 58, THE PRINCE (CAMERON VILLAS).
Apply to—
L. L. LESTER & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 24th September, 1914. [1174]

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From 1st September, 1914.
HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—
H. M. NEMAZEE,
Hongkong, 24th July, 1914. [983]

TO LET.

From 1st September, 1914.
IN CANTON on SHAMEEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 5th August, 1914. [1017]

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 29th August, 1914. [1087]

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TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the Gorman Bank.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st September, 1914. [833]

TO LET.

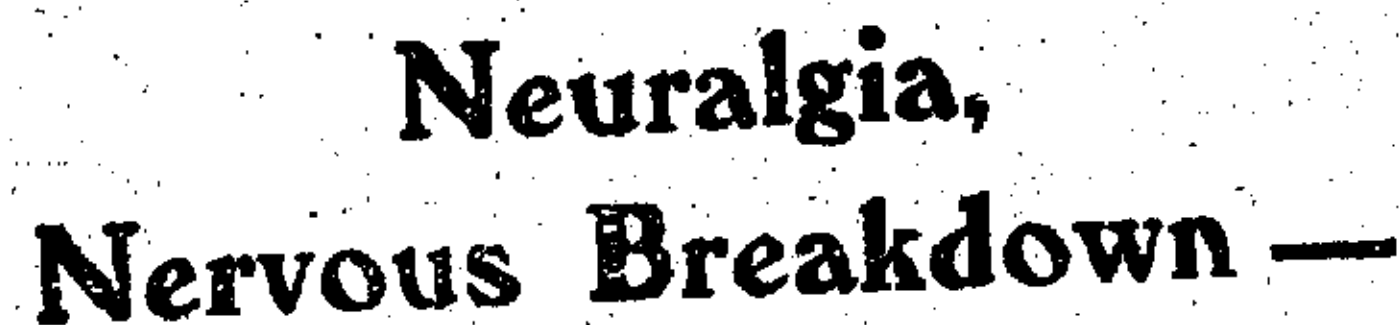
RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
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DEACON, LOOKER, DEACON & HARSTON.
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The Royal Family	H.M. the Queen of Spain
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Prices in Great Britain: 219 and 416. Sold by all Chemists, Stores, &c.
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VETARZO BRAIN AND NERVE FOOD

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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

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“THE PRUSSIAN HAS SAID IN
HIS HEART—”

The three "hereditary enemies"—England, France and Russia—have joined hands, and have delivered Europe from the incubus of German suzerainty. German diplomacy has strained every effort to break the Triple Entente, in vain wooing and threatening France and Russia, keeping open the Moroccan sore, the Neapolitan *lazarone* keeps open the wound which ensures his living, and finally challenging the naval supremacy of England, and preparing to become as powerful at sea as she is on the Continent. . . .

Although the existence of any ultimate aggressive design against England has been again and again officially denied, it has now been admitted by responsible Ministers in the Reichstag. It is true that it is thus expressed euphemistically and in a disguised form. We are told that the German navy must be sufficiently strong to inspire respect in the English people, so that even England must think twice before she dares to attack Germany. Since the outburst of popular indignation caused by the recent events of Agadir, some German writers go much further and frankly confess that they can see no reason why Germany should not challenge the maritime supremacy of England, and they suggest that there is no natural or divine law which gives to the English people for all time to come the mastery of the sea.

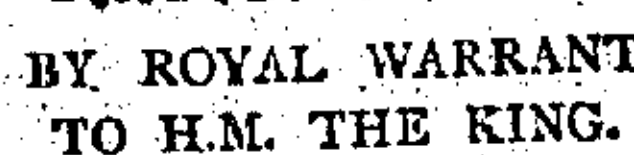
The masterly way in which he assumes that the invasion scare is totally unfounded. Personally I am inclined to think that the fear of a German invasion has haunted far too exclusively the imagination of the English people, and has diverted their attention from another danger far more immediate. With characteristic jingoism and insular selfishness, schoolboys imagine that if only the naval armaments of Germany could be stopped, all danger to England would be stopped. But surely the greatest danger to England is not the invasion of England; it is the invasion of France and Belgium. For in the case of an invasion of England, even the Germans admit that the probabilities of success would all be against Germany; whilst in the case of an invasion of France, the Germans claim that the probabilities are all in their favour. It is therefore in France and Belgium that the vulnerable point lies, the Achilles heel of the British Empire.

The real point at issue, therefore, is not whether Germany could rise or intends to risk an invasion of England, but whether she nourishes ambitions and aspirations which could only be satisfied at the conclusion of a successful war, or which, if satisfied without the arbitrament of war, would reduce England to a negligible quantity in European politics. That Germany at present nourishes such ambitions and aspirations is obvious to any student who keeps in close touch with German public opinion. Germany is not satisfied with her present boundaries. She does not only ask for the open door which England has generously given her. She does not only aspire to commercial expansion. She is bent on territorial expansion. She is content on being not merely a German Empire, but a European Empire, and a World Empire. The old apocalyptic dream is with us once more. Already Austria, if she were annexed, is a loyal ally than Germany the gates of the East and colonising the south of Europe. Already the Dual Alliance is politically supreme from Hamburg to Salonica and Constantinople. Already the economic penetration of Germany and Holland and Belgium has transformed the countries into German economic dependencies. The political supremacy of the German Empire is within reach of immediate practical politics. And for such a prize ought not every subject of the Kaiser be ready to make any sacrifice?

ready to make a sacrifice to the feeling of antipathy to Germany which is restricted to the great Powers. Even in those countries which, like Belgium, Holland, and Switzerland, have benefited most from the expansion of German trade, the Teutons to-day are as unpopular as the French or the English are popular. And this unpopularity reflects itself in the attitude almost universally prevalent with regard to the German language and literature. Whilst German commerce is increasing by leaps and bounds, and the moral and intellectual influence of German culture is steadily diminishing. It is infinitely less than it was fifty years ago, when Germany was a second-rate Power. It is less than that of Russia or even Belgium or Norway. There is not one contemporary like the writer who exerts anything like the influence which Tolstoy, Ibsen or Maeterlinck wield in contemporary thought. Whilst the French language is becoming more and more the international language of the educated classes on the Continent, the German language is almost universally neglected, notwithstanding its obvious practical uses. In some countries, like Bohemia, it is actually "taboo."

Even the Germans cannot refuse to see this growing hostility which confronts them everywhere, and they are compelled to suggest various theories to account for it. German critics tell us that in France the anti-German feeling is due to the bitter memories left by the war of 1870; it is the Gallic vindictiveness born of defeat. In England it is due to commercial rivalry and to a natural envy at the growing prosperity of the empire. In all countries the antipathy to Germany is mainly the instinctive dread of the weak before the strong. Let us examine briefly if these explanations are sufficient to account for the universal feelings of dislike and distrust which Germany inspires at the present day.

In France it is only too obvious that the Franco-German War has left ineffaceable memories behind it. But the very persistence of these memories is a phenomenon which demands explanation. For it is one of the strangest and one of the noblest features of human nature that, as a rule, war leaves no permanent



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bitterness behind it. It has often happened, even after a long and bitter war, that enemies have drawn nearer together, having learned to respect each other on the battlefield.

offer to the victors. The Napoleonic War stands alone in modern history as one which has left behind it ineradicable feelings of hatred and revenge. The chivalry of European tradition was conspicuously absent in the conduct of that war. The victor hurried against the vanquished an implacable *"Vae victis!"* He chose to treat that country as the foundation of the political greatness of Europe. In an age of democracy he chose to dispose of the destinies of millions of French people without their consent. He chose to treat the Alsacians and Lorrains as if they were so many pawns in the grim or dissipated so many slaves to be transferred from one owner to another's lamentations in the *Zukunft* (September, 1911): "Uns lackt kein Freund auf der weiten Erde."
"We have no friend in the wide world."

The Ministries of Interior and Finance, in a petition to the President relative to the return of confiscated property to Mr. Kang Yu-wei, the well-known reformer, state that on the 14th of July they received a copy of the petition through the Administrative Headquarters from Mr. Li Kai-hsi, Governor of Kwangtung, requesting that all the confiscated property be returned to Mr. Kang Yu-wei and all losses sustained be indemnified in accordance with popular wishes. With reference to the loss of the property, the President has given his consent, and they are to say, but they object to the Governor's request for the payment of \$100,000 to indemnify the Nanchang Public College and \$20,000 to Mr. Kang's relatives who suffered with him during his unfortunate days. The Ministries of Interior and Finance believe that it is difficult to secure an accurate account of the articles lost and the total amount of their values as they have never been and cannot be of the lost property.

The Ministries say that Mr. Kang was prescribed and ordered to be punished when the Empress Dowager effected her *coup d'état*, but he escaped. At present it has been proved to the world that he had been unjustly persecuted, but he himself did not come forward to claim all of his properly confiscated on account of his modesty and righteousness. He is a virtuous and respected man. If an attempt is made to figure out the total amount of money he lost in what was lost during the Ching Dynasty; it will be a difficult matter, and even if it has been done, money is paid to Mr. Kang. The Ministries believe that he will not accept it. As to the payment of \$100,000 to the Nanchang Public College, since it is a public institution, the payment is unreasonable. The money collected for the maintenance of the school is from the public and its loss has certainly nothing to do with Mr. Kang. With regard to the indemnification of Mr. Kang's relatives the Ministry of Finance says that it sympathizes with them and has promised to pay to them \$200,000 by installments. The Ministries of Finance and Interior thus have given reasons for the return of Mr. Kang's property and for the rejection of indemnity to be given to the school and are now respectfully waiting for the instruction of the President.

The President replies by saying that the Governor of Kwangtung should be notified to carry out these suggestions. — *Peking Daily News.*

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gets it because that
makes her so bonny

and Cook says she
wouldnt be without
it for flavouring the
puddings and sauce

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"UNDER SEALED ORDERS."**TERRITORIALS' PREPARATIONS.**

A military correspondent in one of the Home papers says: "When the units of the East Lancashire Territorial Division march away from Manchester and other Lancashire towns they will do so under sealed orders. Their destination, except to the General commanding the division and quite a few of the higher ranks, will be unknown. General W. Douglas is now waiting orders. Accompanied by Captain A. W. Tufnell, his Staff officer, and wearing his active service uniform, General Douglas visited the mounted and dismounted units, and expressed satisfaction with the cheerfulness, discipline, smartness and readiness of both officers and men in his command. In order to relieve the monotony of waiting the men were singing 'Boys of the Old Brigade,' 'Hearts of Oak,' and other inspiring songs. The men are ready to move; still, there are many small yet important details continually obtruding themselves and demanding attention."

"In war nothing must be left to chance," said one of the commanding officers to me. "It is always the unexpected that happens. We are determined to do the duty that is allotted to us, no matter what it may be, and during the period of waiting we are plenty to do in the way of completing our mobilisation. For years we have been derided, and now it is up to the Territorial Army to show of what stuff it is made. This is the spirit that permeates all ranks. We have a grave and responsible work before us, and I have sufficient confidence in the Force to say that I do not think we shall be found wanting."

THE IDENTIFICATION DISCS.

It may perhaps be suggested that the men are cheerful in consequence of their ignorance as to the serious work that may lie before them. But all the details of mobilisation for war does not permit of such ignorance. The sharpening of swords and pointing of bayonets, active service and nothing else. The identity disc, too, is a warning to each man that cannot be mistaken. Each man mobilised carries one of these discs under his uniform. It is suspended from the neck by a cord. These discs are of the size of a florin. They are made lightly of metal, and on each is stamped the name of the soldier, his rank and regimental number, the unit to which he belongs, and his religion. The Paymaster, too, will have in his possession certificates relating to each Territorial soldier giving the name, age, place of residence, branch of service to which he belongs, and his rank. Also whether married or single, the name of his wife (if married), and the number of children depending upon him.

Then there is the First Field Dressing. When soldiers go on active service the humanitarian side is not altogether forgotten. When a man falls in the firing line the regimental stretcher bearers remove him as soon as possible in order that he shall receive every attention that can be bestowed even when in the zone of fire, and also to save unnecessary embarrassment to the troops which casualties would cause if left on the ground where they fell. The immediate provision of dressing, therefore, is indispensable. Sewn on the right side of the skirt of the tunic of each officer and man are the materials for the first field dressing. It consists of:—

(1.) Outer cover, sewn cloth.

(2.) Two safety pins, wrapped in wax paper.

(3.) Inside cover of waterproof jaconet, the edges cemented with rubber solution, so as to render the packet airtight; a portion of one of the corners is turned back and not cemented.

(4.) Loose woven bandage, 2½ inches by 4½ yards, folded flat into 2 inches by 4 inches.

(5.) Two pieces of gauze, 17 inches by 13 inches, folded separately to suit the size of the package.

(6.) Compressed absorbent cotton-wool between layers of gauze.

The pieces of gauze, the compressed absorbent cotton-wool, and the layers of gauze contain 1 per cent. by weight of sal-ammoniac, and are tinted with aniline blue.

The package does not exceed three-quarters of an inch in thickness. The outside cover contains the words, "War Office, Medical Division," and directions are given for using the dressings for one and for two wounds, and how they must be applied.

THE "IRON" RATION FOR THE FIELD.

Another thing the Territorials will make their first acquaintance with in certain emergencies will be what is known in the Service as the iron ration.

The name suggests a rather indigestible substance, and the origin of it is not very clear. It probably arises from the fact that the ration is packed in a tin. The "iron" ration is carried in a canvas receptacle on the men's equipment, and consists of 1½ lb. of tinned meat, 2oz. of biscuit, 2oz. of sugar, 4oz. of salt, 4oz. of cheese, and two cubes of meat to make a pint of beef tea. The canvas bag is capable of holding two such rations when considered necessary, as would be the case when a general action was imminent.

These "iron" rations were carried by the German troops during the manoeuvres of 1911.

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FASHIONS AND FANCIES.

The summer, alas! seems to have departed prematurely, and though, with the hope that "springs eternal in the human breast" we look for a return of gracious sunny weather, there is a distinctly autumnal feeling in the air, and surely the harvest is much earlier than usual! A week ago down in Sussex I saw many crops already reaped and "stacked," and everywhere fields ripe for the harvester, while the autumn flowers and "store of fruits that supplant the rose" all seem to be here before their time. The golden rod, which West Country folk call "Good-bye to Summer," is in its glory; big beautiful green fibrets are already on sale; and I saw plenty of blackberries that look as if they would be ripe for picking in another week or two.

FOR SEASIDE WEAR.

The tailor suit has again vindicated its reputation as the best and smartest for seaside wear; always neat and trim, and adapting itself so admirably to the vagaries of English weather. Even when sultry summer prevails inland, there are very few days on the coast when thin cottons and muslins may be worn with comfort and propriety. I have seen plenty of dainty frocks of the kind worn at the seaside during the last four days, and how chilly, uncomfortable, often grotesque, the foolish wearers looked as the boisterous wind flouted their flimsy raiment! At "Church Parade" on Sunday there were a good many taffetas and charming gowns, all more or less fashioned on tailor lines, either with the long basquine or with tiered skirts and smart coats; but the best-gowned women were all in tailor suits of ivory or navy serge, gabardine, or cloth. A very effective one of navy serge had a plain tunic reaching to the knee in front, and shaped down to an almond point at the back, the coats with the basque following the line of the tunic, and cut away in front to show a wide ceinture of taffetas in indefinite stripes shading from dark green to bronze, with a girle-end in front fringed with bronze grolots. A soft hem-stitched frill of white lawn at the neck, a small white felt hat, white gloves with black points, and very dainty boots with black toes and heels and white kid uppers completed an admirable toilette.

COSTUMES FOR COWES.

If this stormy weather continues, navy serge, always beloved of genuine yachtswomen, will be practically the only wear afloat at Cowes, with plain or killed skirts and natty coats of the refter type. Some very smart Cowes suits also are of the new ivory silk serge, again with killed skirt set on a hip yoke, and half-length jacket of the justacorps type, buttoning down the front or at one side with ornate little buttons of dull gold wire. For fete frocks taffetas is still the favourite fabric, with lace tunics or flounces, which are nearly always backed with chiffon, giving a charmingly soft effect.

EVENING AND TEA GOWNS.

Lace is in tremendous vogue again for evening gowns, and with the re-appearance of the circular décolletage comes the graceful berthe, also shawl and fichu-like arrangements of lace, that are remarkably becoming to stately women. Once more come persistent rumours of the return of the crinoline, and certainly some of the newest dancing skirts are extremely full, and distended over frilled foamy petticoats; but there is as yet no indication of the characteristic "hoops," and the style is more reminiscent of the ballerina skirts of 1840 or thereabouts, many years before the crinoline was seen. These very full skirts, however, will be strictly reserved for evening wear.

As usual, with the advent of the country house season, the tea-gown is reinstated, most comfortable and becoming of garments to slip into when one is healthily tired after a long day in the open. Some of the simpler type are of the classic Greek order, loose-flowing robes of nylon or net or crepe de chine worn over a plain fourreau of taffetas or charmeuse; the tunic outlined with pearls, or milk-lads, or with a narrow gimp of dull gold or silver, and drooping to two points at back and front, from which the trimming tassels or grolots to match the trimming; the sleeves being of similar type. Others are of a more elaborate order, with dexterous, intricate draperies.

NO-DAY'S ILLUSTRATION.

One of these charmingly picturesque gowns is sketched to-day. Of palest rose crepe de chine, it is worn over a slip of shot mauve and green taffetas, which produces a shimmering iridescent effect. The skirt is set at the waist in a series of close pleats, under a rather narrow folded centre of iridescent gauze, and is draped up to the left hip, falling in soft, graceful folds; while the back drapery terminates in a little wisp of a train lined with the silk. The loose bolero with wired collar is of ivory lace posed on two tissues of chiffon, pink and mauve, and fashioned with festooned cords and tassels of old silver.—*DIADORE in The Globe*.

YOUR HAIR

WILL

LOOK BETTER

if you take care of it by using

ROWLAND'S

MACASSAR

OIL,

which will Preserve, Nourish, and Strengthen it, and as it penetrates to the roots will replace the loss of the natural Oil in the Hair, the want of which causes Baldness. It is sold in a Golden Colour for Fair Hair, or in a Chemical, Hairdressers and Rowland's, 67, Hatton-garden, London. Avoid cheap worthless imitations, and do not use any other name which have no Restorative Properties and do not contain that delicious perfume—Oils of Rose, for which Rowland's Macassar Oil has been so long famous.

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CHURCH SERVICES.

St. John's Cathedral, Hongkong. 27th September, 1914. 16th Sunday after Trinity. Holy Communion 7.30 a.m. Matins 11 a.m. (Evil Choir). Responses, Psalms, Venite, Hine; Psalms, Backwith, Turle, Boethovan, Garrett, Trontick; Te Deum, Laves, Cooke, Hopkins; Benedictus, Barnby (over); Hymns, 520 and 53. Evensong, 5.45 p.m. Responses: Psalms, Turle, Goss, Turle, Parrell; Magnificat, Goodenough (22nd evening); Nunc Dimittis, Wesley (over); Hymns, 515 and 225.

First Church of Christ Scientist, MacDonnell Road, Sunday, 11.15 a.m. Wednesday, 5.30 p.m.

Union Church, Kennedy Road, Sunday, September 27th. Morning Service at 10.30 a.m. Hymns, 381, 543, 559 and 450. Evening Service at 6 p.m. Hymns, 381, 201, 273, 267 and 142. Preacher, Rev. J. Kirk Macdonnell.

JJ & S

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unequalled for flavour and purity.
Guaranteed to be
PURE POT STILL WHISKY
Famous for over 100 years.
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For Household Use.—To use it is the best, most simple, and most comfortable way of ironing. Independent of stove and gas, and can be used anywhere. Non-inflammable fire without noxious fumes. No risk from fire; healthier and safer than any other iron.

For light work and travelling only, The "DALLINETTE," a smaller "Dalli."

For general household work use the "Dalli." Having a larger ironing surface, and greater heating capacity every description of ironing can be done with it.

At all Storekeepers, stocked by—
The Blooms Co., Ltd., Des Vaux Road, and Queens Road Central, Hongkong. Also at Canton, Bureau of worthless imitations.

MARTIN'S

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

APOL STEEL

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ORIENTAL	Noon	See Special
or CALL	Capt. A. L. Valentini	10th Oct.	Advertisement.
SHANGHAI	MALTA	About	Freight and
	Capt. J. W. Cookman, R.N.R.	11th Oct.	Passage.

LONDON and ANTWERP VIA SINGAPORE, PENANG, and COLOMBO, PORT SAID, and MARSEILLES	NAMUR	About	Freight and
	Capt. A. Collyer	10th Oct.	Passage.
SHANGHAI, MOJI, KOBE, NELLORE, and YOKOHAMA		About	Freight and
	Capt. J. Gaunt, R.N.R.	17th Oct.	Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
PAKHAI and HAIPHONG	"SUNGKIANG"	On 26th Sept. 10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 29th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 29th Sept. 4 P.M.
HOIHOW and HAIPHONG	"KAIFONG"	On 30th Sept. 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 30th Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 6th Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 26th September, 1914

TELEPHONE 36. AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. G. Fummore	SUNDAY, 27th Sept. at D'light.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 29th Sept. at 1 P.M.
"HANTAN"	Capt. J. W. Evans	FRIDAY, 2nd Oct. at 1 P.M.

* The s.s. "Haiching" will not call at Swatow.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 27th Sept. at 10 A.M.
		WED'DAY, 30th Sept. at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th September, 1914.

[4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 30th Sept. 10 A.M.	On 30th Sept. 10 A.M.
EASTERN	On 3rd Oct. 10 A.M.	On 3rd Oct. 10 A.M.
ALDENHAM	On 3rd Oct.	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

SHINYO MARU 22,000—21 knots from Nagasaki 3rd Oct.

CHIYO MARU 22,000—21 knots ... TUES., 20th Oct.

TENYO MARU 22,000—21 knots ... SATUR., 14th Nov.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI KOBE YOKOHAMA
\$120. \$135. \$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE, AND VALPARAISO.
THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI,
KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WED'DAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Den	SATURDAY, 3rd Oct. A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	THURSDAY, 1st Oct. at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Totsushige	SUNDAY, 27th Sept. at Noon.
"DAIUN MARU"	K. Murakami	SUNDAY, 4th Oct. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WED'DAY, 30th Sept. at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

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Second Floor, No. 1, Queen's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong: 26th Sept. "KATHIAWAR" From Colombo: 17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. S. Wada	16,000	WEDNESDAY, 7th Oct. at 10 A.M.
	SUWA MARU Capt. Mural	15,000	WEDNESDAY, 21st Oct. at 10 A.M.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct. at Noon.
	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 20th Oct. at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sohma	9,600	TUESDAY, 29th Sept. at 9 A.M.
	NIKKO MARU Capt. R. Takeda	9,600	WEDNESDAY, 21st Oct. at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. Yoshikawa	12,000	SATURDAY, 3rd Oct.
BOMBAY via SINGAPORE, and COLOMBO	KIRIN MARU Capt. Nakamura	5,000	TUESDAY, 29th Sept.
KOBE	JINSEN MARU Capt. Terada	5,000	THURSDAY, 1st Oct.
SHANGHAI and KOBE	SANUKI MARU Capt. Date	13,500	TUESDAY, 29th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,600	SATURDAY, 25th Sept. at Noon.
KOBE and YOKOHAMA	HITACHI MARU Capt. Sato	12,500	FRIDAY, 9th Oct. at 11 A.M.

*Fitted with New System of Wireless Telegraphy.

NOTICE—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months, Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[8-9-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" from YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Frid. y	Thurs. y
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays. Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows—

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	£65.	£59.	£44.	£40.	£36.	£32.	£28.	£24.	£20.	£16.	£12.	£8.	£4.	£3.	£2.	£1.	£1.	£1.	£1.	£1.
MARSEILLES	£61.	£55.	£40.	£36.	£32.	£28.	£24.	£20.	£16.	£12.	£8.	£4.	£3.	£2.	£1.	£1.	£1.	£1.	£1.	£1.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave	Leave	Leave	Leave	Due at	Due at
	Y'HAMA	SHANGHAI	H'KONG	S'PORE	M'SHILLES	LONDON
NAMUR	about	about	about	about	about	about
NELLORE	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
SICILIA	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
NAGOYA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £75 Single. 2nd Saloon £35 Single. £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £23 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Ships' Officers are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide Consignees' letters which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamship Co.

War risks are not covered by Postal Registration or Insurance.

Mails for Honolulu, San Francisco, United States, South America and Canada will be made up for despatch per *Nikko Maru* to-day, at 11 a.m., to connect with the *Shingo Maru*, sailing from Nagasaki on the 3rd October.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Vœux Road.

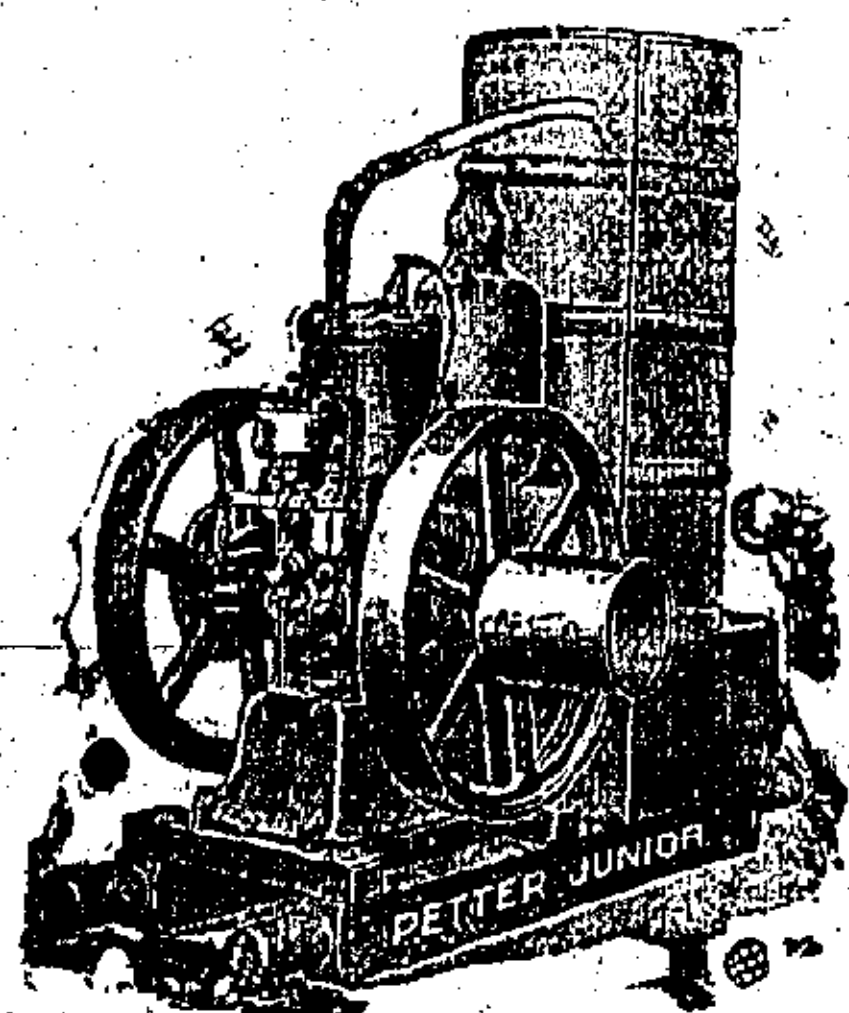
The *Hongkong*, with the FRENCH MAIL *Magellan*, is due to arrive here to-day.

The *Korea*, with the AMERICAN MAIL, leaves Manila on Sunday afternoon, and is due to arrive here on Tuesday, the 29th inst. at about noon.

FOR	PER	DATE
Pakhoi and Haiphong	<i>Sungkang</i>	Saturday, 26th, 9.00 A.M.
Japan via Nagasaki	<i>Nikko Maru</i>	Saturday, 26th, 10.00 A.M.
[Honolulu, San Francisco, United States, South America and Canada to connect with the <i>Shingo Maru</i> at Nagasaki.]		Letters ... 11.00 A.M.
Swatow and Amoy	<i>Glenfallach</i>	Saturday, 26th, 11.00 A.M.
Saigon	<i>Devawongse</i>	Saturday, 26th, 1.00 P.M.
Philippine Islands	<i>Loongsang</i>	Saturday, 26th, 2.00 P.M.
Straits, and India via Calcutta	<i>Fooshing</i>	Saturday, 26th, 4.00 P.M.
*Japan via Yokohama	<i>Tsiliwong</i>	Saturday, 26th, 4.00 P.M.
Saigon	<i>Phuamphen</i>	Saturday, 26th, 4.00 P.M.
Bangkok	<i>Ulu</i>	Saturday, 26th, 4.00 P.M.
*Saigon	<i>Bourbon</i>	Saturday, 26th, 4.00 P.M.
Amoy and Foochow	<i>Hatching</i>	Saturday, 26th, 6.00 P.M.

* Specially superscribed correspondence only.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 B.H.P.
Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.

ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wireless
Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.

KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	<i>CHILI</i>	On 5th October.
MARSEILLES VIA PORTS	<i>POLYNESIEN</i>	On 29th September, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to—

P. THOMAS, AGENT.
QUEEN'S BUILDING.

SHIPPING IN PORT.

STEAMERS	ARRIVAL
<i>ALBANA</i> , British str., 2,097, Wm. Dunbar, 23rd September—Chingwantao 17th September, Coal—Kailan Mining Co.	
<i>ATHOLL</i> , British str., 3,031, S. L. Saxby, 22nd September—Singapore 18th September, General—Dodwell & Co.	
<i>CHENAN</i> , British str., 1,305, W. L. Jones, 23rd September—Swatow 22nd September, General—Butterfield & Swire.	
<i>CHICAGO MARU</i> , Japanese str., 6,182, K. Hori, 24th September—Manila 21st September, Flour and General—Osaka Shosen Kaisha.	
<i>BOURBON</i> , French str., L. Van Mant, 21st September—Saigon 17th September, Rice—Order.	
<i>DAIGO MARU</i> , Japanese str., 890, S. Tokushige, 24th September—Swatow 23rd September, General—Osaka Shosen Kaisha.	
<i>DEVAVONGSE</i> , British str., 1,047, C. W. Shearer, 22nd September—Saigon 18th September, Rice and General—A. Buno & Co.	
<i>DEVAR</i> , Norwegian str., 1,102, J. Bing, 20th September—Swatow 19th September, General—Chinese.	
<i>DUNER</i> , British str., 1,312, C. D. Logie, 22nd September—Bangkok 13th September, Rice—Bank Line, Ltd.	
<i>ERVIKEN</i> , Norwegian str., 1,460, Nielsen, 21st September—Bangkok 30th August, Rice—Mitsui Bussan Kaisha.	
<i>FAUSANG</i> , British str., 1,400, Malkins, 23rd September—Sourabaya 15th September, Sugar—Jardine, Matheson & Co.	
<i>FOOSHING</i> , British str., 1,421, G. H. Alecock, 17th September—Singapore 11th September, General—Jardine, Matheson & Co.	
<i>FUKURA MARU</i> , Japanese str., Kasaki, 20th September—Mojji 14th September, Coal—Mitsui Bussan Kaisha.	
<i>GEMINI</i> , British str., 1,309, Jones, 23rd September—Chingwantao 18th September, Coal—Order.	
<i>HAICHING</i> , British str., 1,267, W. C. Passmore, 18th September—Amoy 18th September, General—Douglas Lapraik & Co.	
<i>HEIYUN MARU</i> , Japanese str., 1,953, Miyamori, 20th September—Camaran Bay 16th September, Coal—Mitsui Bussan Kaisha.	
<i>INVERCLYDE</i> , British str., 3,412, Mansfield, 22nd September—Mojji 17th September, Coal—Jardine, Matheson & Co.	
<i>JEVARY</i> , British str., 782, H. W. Bullock, 23rd September—New York 23rd July, Case Oil—Standard Oil Co.	
<i>KANSU</i> , British str., 1,140, Monkman, 21st September—Keelung 18th September, Coal—Butterfield & Swire.	
<i>KENKON MARU</i> , Japanese str., 2,159, M. Kanako, 23rd September—Mojji 17th September, Coal—Mitsui Bussan Kaisha.	
<i>KYED</i> , Norwegian str., 910, Hellesø, 23rd September—Bangkok 5th September, Rice—Chinese.	
<i>LOKSANG</i> , British str., 972, D. W. Ritchie, 20th September—Honkobe 19th September, Salt—Jardine, Matheson & Co.	
<i>LOONGSANG</i> , British str., 1,022, W. G. G. Leask, 22nd September—Manila 19th September, General—Jardine, Matheson & Co.	
<i>MONTEKONE</i> , British str., 3,952, F. L. Davidson, 22nd September—Vancouver 19th August, General—Canadian Pacific Railway Co.	
<i>RICHARD AWDREY</i> , British str., 1,235, W. E. Heppell, 23rd September—Chingwantao 16th September, Coal—Dodwell & Co.	
<i>RINSHO MARU</i> , Japanese str., 1,743, Y. Kanada, 21st September—Newchwang 15th September, General—Mitsui Bussan Kaisha.	
<i>SHABONEE</i> , British str., 3,230, G. J. Reed, 24th September—San Francisco 28th August, Paraffine—Standard Oil Co.	
<i>SUNCKIANG</i> , British str., 987, J. Robinson, 23rd September—Hobow 21st September, General—Butterfield & Swire.	
<i>SHIPCORA</i> , British str., 2,604, S. Ormston, 23rd September—Barry 9th August, Coal—Government.	
<i>ULV</i> , Norwegian str., 884, J. Pedersen, 22nd September—Bangkok 13th September, Rice—Chinese.	

COMMERCIAL.

CLOSING QUOTATIONS.

September 25th.

ON LONDON:—	Telegraphic Transfer ... 1.92
Bank Bills, on demand ... 1.92	Bank Bills, at 30 days' sight ... 1.92
Bank Bills, at 4 months' sight ... 1.92	Credits, at 4 months' sight ... 1.10
Documentary Bills 4 months' sight ... 1.10	
ON PARIS:—	Bank Bills, on demand ... nom.
Credits, at 4 months' sight ... nom.	
ON GERMANY:—	On demand ... nom.
ON NEW YORK:—	Bank Bills, on demand ... 44
Credits, at 60 days' sight ... nom.	
ON HONGKONG:—	Telegraphic Transfer ... nom.
Bank, on demand ... 136	
ON CALCUTTA:—	Telegraphic Transfer ... nom.
Bank, on demand ... 136	
ON SHANGHAI:—	Bank, at sight ... 76
Private, 30 days' sight ... nom.	
ON YOKOHAMA:—	On demand ... 89
ON MANILA:—	On demand—Pesos—89
ON SINGAPORE:—	On demand ... 77
ON BATAVIA:—	On demand ... 103
ON BANGKOK:—	On demand ... nom.
ON SINGAPORE:—	On demand ... 85
SOVEREIGNS, Bank's Buying Rate, \$11.00 nom.	
GOLD LEAF, 100 fine, per tael ... 856.70	
BAR SILVER, per oz. ... 24	

SUBSIDIARY COINS.

Hongkong ... 20 cents piece ... \$10.15 discount.
Hongkong ... 10 " ... \$10.19 "

TO-DAY.

Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.

FORTHCOMING EVENTS.

- Monday, 28th Sept.—
3 p.m.—Auction of Crown Land at Tai Hang Village, by Public Works Dept.
Tuesday, 29th Sept.—
8.15 p.m.—Organ Recital at the St. John's Cathedral.
Wednesday, 30th Sept.—
Noon—Yue Hing Loong Meeting of Creditors at the Registered Office.
5.30 p.m.—Hongkong St. Andrew's Society Annual General Meeting in the City Hall.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	\$6.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 26th SEPTEMBER, 1914.

8 a.m. *HONAM* | 8 a.m. *HEUNGSHAN*.

5 p.m. *FATSHAN* | 5 p.m. *KINSHAN*.

SUNDAY, 27th SEPTEMBER, 1914.

5 p.m. *FATSHAN* | 5 p.m. *KINSHAN*.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 27th SEPTEMBER, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *SUI AN*.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *MANWING*, 563 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., Ltd.,

Hotel Mansions (First Floor), opposite the Blake Pier. [42]

"The Criterion of Quality"

Virginia Cigarette

Nº 77

MILKMAID STERILIZED NATURAL MILK
MEANS SAFETY NO MICROBES

A fresh consignment of Half-size Tins

has now arrived.

Please apply to usual Stores.

[1127]

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA	Sailing TUESDAY, 6th Oct., at 1 P.M.
SIBERIA	" TUESDAY, 13th Oct., at 1 P.M.
CHINA (via Manila)	" TUESDAY, 27th Oct., at Noon.
MANCHURIA	" TUESDAY, 2nd Nov., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.